

SPECIAL COUNCIL WORK MINUTES
MAY 11, 2015

The City Council held a meeting on Monday May 11, 2015, at 1:00 p.m., in the Council Chambers, 10 North Main Street, Cedar City, Utah.

MEMBERS PRESENT: Mayor Maile Wilson; Councilmembers: Ron Adams; John Black; Don Marchant; Fred Rowley.

EXCUSED: Councilmember Cozzens.

STAFF PRESENT: City Manager Rick Holman; City Attorney Paul Bittmenn; City Engineer Kit Wareham; City Recorder, Renon Savage; Finance Director Jason Norris; Fire Chief Mike Phillips; Public Works Director Ryan Marshall; Airport Manager Jeremy Valgardson; Water Superintendent Robbie Mitchell; Wastewater Superintendent Darrell Olmsted; Street Superintendent Jeff Hunter; CATS Supervisor Tammy Nay; Fleet Maintenance Manager Corey Childs.

OTHERS PRESENT: Doug Hall

BUDGET PRESENTATIONS:

Fire: Mike – presented Exhibit “A” which is a packet with a strategic plan and goals, department overview, ISO and how it affects the community, and the accomplishments & goals. Our partnership with the Police Department is a new item, and challenges we face.

This has been a fun learning opportunity. I am happy with the overall budget, I feel it is fair. In operating there is a line item for \$30,000 for PPE, which is outlined in Exhibit “A”. The gear has a 10 year shelf life; it is an attempt to keep us on a replacement schedule. We need \$43,000 to keep up with it, we have asked for \$30,000 this year. Training money was requested, our costs have gone up \$15,000 a year for Airport (ARF). We have been able to find grants in the past to fund that. Black – in the gray areas is it what has been put in. Mike – the ARF training has increased, we now have to use dry chemicals, and it is an increased cost to keep the ARF certification.

Capital requests, lighting and hot water heaters have been funded. We are trying to be more energy efficient freeing up money in the future. Updating servers and nozzles for brush truck are going to come out of the current budget. We asked for a reclass for 3 engineers to shift captain going from grade 10 to 13 that was not funded.

Rowley – is there a way to do a ½ step on rapid intervention vehicle and equip it with other tools. Mike – there are 3 parts, two are a policy change that will happen in the next few months. We want to see how it affects the response time and see if it improves. Black – we talked about alarming stations, there is a request for locks that was not funded. Mike – that will still happen, we will put single electronic locks and then rekey and if we have money at the end of the budget we will do it then. Marchant – the system

will accommodate additions? Yes. Black – how many keys to buildings do you have out? Hundreds. I will take keys away from the volunteers; we will put one on the front door or the garage door for them to get in. St. George City did this on all their buildings; they said it is a learning curve. Black – the protective clothing is it recyclable? Mike – we can use it for training only. Black – the \$4,000 training, specifically for the Airport, can the Airport share in that expense? Mayor – we can look at different things related to that. Black – that puts Fire training in jeopardy for live fire training.

Airport: Ryan – when going through the budget process we were looking at possible revenue coming in with fee changes, etc. We started into the expense portion and made proposals, one was to take a part-time position to a full-time position. With the inspection process Jeremy has his hands full. We need someone trained and reliable. We also had increased operational in a few items, one is asphalt maintenance. We have quite a bit of striping that we need to correct after our inspection. Since then there have been discussions on revenue sources, it boils down to ULA and if they will be around. In this proposal a lot were brought back to current because of a level of uncomfortable on ULA being there. What is our level of comfort that revenues will go up based on the tenant and do we plan or be conservative and fall behind at the airport? Black – we see only one increase for \$16,000 and salaries & wages of \$11,500. Ryan – landing fees we projected that they would go up to \$87,000 and it is up to \$56,000 this year, these are landings from West Air, FedEx and the other carriers. If we don't think ULA will be there then it comes down. The \$37,050 for ULA if they remain will be \$45,000 next year. Mayor – ULA has been in DC so much, we went a conservative route with this draft, and we hope to get more information on their plans in the next few weeks. The Airport budget will probably change if we can get information from ULA. We don't want to budget for something that won't be around. Ryan – the fuel section has changed, we projected up to \$65,000 the budget is showing \$30,000. If you think \$0.10 is only 30,000 gallons a year. Jeremy – with ULA it is \$78,000 without it is \$47,000.

Jason – this is not the budget they wanted; it is the Jason budget until they have more information. There is a budget if things do happen, but I gave you a budget that will balance. Do we take a risk in our revenue projections, or stay conservative and revise it later. I didn't propose the budget that the Airport projected. Rowley – I like that route better. Black – we still have the option to change it for the final? Mayor – yes, or we can do a budget revision. Ryan – on the employment side we will have to replace the part-time position with a part-time for now. Black – what is the \$11,500 increase? Rick – that is for the Airport Manager. Marchant – FAA is giving us regulations that will create havoc, the full-time man is almost imperative for that to happen. Jason – we can make adjustments until you approve the final budget, this is one budget we will have to keep massaging, we are not real sure yet. Rick – as a special revenue fund, what the budget does not cover has to come from the general fund. We will monitor the revenue side and bring you a final budget based on the information we have. Ryan – the personnel is open now, how do we fill it, do we put in part-time or full-time, we are looking for direction, the timing is critical. Marchant – I would say full-time with the demands of the FAA. Ryan – other than that the capital box scraper we rented one in preparation of the inspection and we don't think it is a benefit to have it, we can take it out. The other is re-

staining the terminal. Black – what is the master plan? Ryan – that is GDA for the update to the master plan. There will be entitlement money to pay the master plan and snow removal equipment, which we have been directed by the FAA that we need. Rick – is the snow removal building sufficient? Ryan – if we go with the equipment they recommended it will be. Rowley – how long to clear the runway? Ryan – we are showing that we should have it cleared within 1 hour. Black – is that to asphalt? Jeremy – yes, it has to be bare and dry with the new regulations. Ryan – we are doing a broom sweeper and it helps dry it out. If you get it quick enough the broom will clear it off.

Mayor – we had the first Airport Inspection, Jeremy did wonderful. Ryan – we have a new inspector every 3 years, each interprets the regulation differently. Black – is there a compliance time line? Ryan – yes, we haven't got the letter yet. Rowley – what is the main one? Ryan – the biggest was the striping, we need to take out the old striping. Where the asphalt and ground meet he wants an edge marker to separate that. Our fence on the northwest corner is outside the safety area, but he says out of the object free area which goes through the settling ponds. Updating some of the wildlife plans, signage and how the runways are designated, he wants a plan for future signage.

Jeremy – it is confusing the pilots if the arrow is in the middle of the sign, which is a \$400 panel to be in compliance because it is 1 inch off. Ryan – we have to have a plan to correct that right now. Mayor – the Airport budget will change quite a bit. Black – how are we doing on enplanements? Jeremy – we are slightly higher than last year. We have grant assurances whether ULA stays or not, we are required to keep the airport upgraded. Ryan – with the hour of keeping the runway cleared, we have 3 part-time employees that are retired and take off some times. We need 24/7 coverage, the challenge is to schedule. Rowley – is the Street Department trained to help if needed? Ryan – yes, but not on the inspections.

Water: Robbie – O&M everything increased was due to increase in costs, postage, materials, etc. Black – is the increase because of fees? Robbie – yes, but connections are up as well. Black – is the jump realistic? Rowley – the 25% building permit up. Jason – several of the funds we have commitments that exceed the impact fees, years in the future they will be owed to places they were borrowed from. There are no projects tied to the number. When the Engineers want to do a project they ask what the impact fees are. Since it is not part of the operating budget, I don't worry about it; we talk the actual fund balance. Rowley – I am talking 25% up in building permits? Jason – I have under budgeted in the past. Black – the increase in water is not due to growth? Jason – No. The permits can change; we try not to be too aggressive. Ryan – the connection fee is? Yes. Robbie – we have completed our radio read changes, we are working on commercial, but there are not as many. Rowley – that is a blessing. Robbie – we are changing about 20 a month from the original design, but it is nice to have it done. Black – is there a distance for the read? Rob – it depends on the thickness, if there is rebar, etc. I have been helping because we have been short-handed, and most pick up. Marchant – how long to make the conversion? Rob – about 7 years. I have added a disconnect fee for water services, I would like to add a fee which is for time and material. The road determines the cost of the material. Right now we have SUU deadening 7 connections.

We have residential in Rocking Horse, they put two connections on every lot, they thought they would be duplexes, so we deaden one. Rowley – what rate? Robbie - \$85 for backhoe \$75 for dump truck. Robbie – we look at that about once a year on labor and equipment.

Capital – Coal Creek Road improvement Kit has a grant for to improve Main Street, we don't have water line from 300 West, and by Bettridge Bulk Plant we will take it to 1045 North. SCADA is the computer for tanks and wells. They guy that did our system passed away and no one in the State knows the software. We are going to change to the same system that Darrell is on. We will be able to share antennas with all of public works. Ryan – the redundancy will be critical. Rob – we won't all have 50 parts, we can share. South tank lining, we just had the tanks videoed; they said south tank is in a critical state. He will go in clean, sandblast and coat without taking the tank out of service. This is for the floor and up to the first ring. Rowley – would it be better in the winter? Rob – no, I can't take this out of service, this process he brought in from overseas. It is an epoxy coating. Black – any contamination? Rob – no, he is doing one in Park City right now. Mayor – Does anyone have questions on the other capital items? Rowley – don't we already have more water rights than we have water for? Rob – the more we buy the less someone will pull out of the ground. If we don't use the money, it rolls over. Black – what is the exploration project? Rob – the one out west that we started with Gary Player, this is for the Bumblebee area. Black – is this just his time? Rob – I believe so. Adams – did we think it would be reasonable to drill any deeper? Rob – no, we did drill deeper and we only got 25 gallons per minute. Rowley – how much of a buffer is in the water fund? Rob – we are around a million. We need that in case something happens to a well.

Doug Hall – I am glad to see a line item putting \$50,000 from other departments to the water budget. \$48,455 which is a computed amount that Jason and the other folks came up which reflects the use of water by other agencies and recompenses the water fund for that use. One of the other things is a \$60,000 increase in the water fund? Rob – it all depends on the water, when we start more wells early we pay \$8,000 to \$15,000 in demand charge for utilities. Rowley – you are cutting into someone else's time. Doug – duly noted.

Collections: Darrell – I am not asking for anything in O&M, no changes from last year. Capital items to install a sewer line on 1600 N. from 3900 West to 4500 west to eliminate the Equestrian Pointe lift station. This is part of the sewer master plan. It is a 15 or 18 inch line. It will relieve where 1600 north goes west and follows the west side of the Airport and dumps in 2300 west. Ryan – we are getting close to the limit on the Airport Line. This camera will allow us to go into a 6 inch line. College Ave sewer line, 100 and 200 west, this is to move the line to accommodate the water line, we have to be 10' from the water line. Coal Creek sewer laterals are requested by Engineering, it is in the budget, but I would like the Council to reconsider this. We do not install lateral lines, they are installed by property owner or developer, and it does not do us any good. It is for streets to do road work. Jason – Kit has requested this. Ryan – they are looking that if we put it in now people won't have to cut into the road to add a line. Darrell is looking

at his budget. Darrell – if it goes beyond 10 years we cannot be reimbursed. Rowley – we have a mechanism? Rick – we have a reimbursement agreement. Adams – where will they be? Darrell – I think at the west end and it is 4 laterals. I don't think this was funded in the Street Department. Mayor – we will get more information. Ryan – I think a lot is a State grant that he is going after. Jason – Kit will present this letter. Adams – why wouldn't we bring the property owners in on that?

Treatment: Darrell – O&M budget is about the same, one item increased and one reduced. Jason – tell us about the utility costs with the new pumps. Darrell – the facility has more pumps and motors, 4 are 125 HP motors they will use more electricity and we are not reducing any pumps. I calculated and we use 5,000 HP in a day, the new pumps will use about 18,000 HP a day. Rowley – do they have a soft drive? Bfd so they start slower and ramp up and they go up and down through the night in speed. They are used to control oxygen level. Ryan – until we have history Darrell is giving you his best guess. Rowley – what is unmetered charges? Jason – that is the City's facilities. Rowley – how is it that pretreatment fees are decreasing? Jason – I changed them to what they actually are. Black – what is the increase in salary? Rick – that is the cost of living for employees. Mayor – they are included in all departments? Rowley – what is a roto mat? A screen that screens out anything larger than a quarter, it cleans itself and then it dumps into a trailer. We have one, and we don't have a back-up. Rowley – why was it not funded? Jason – we can't give them everything. Darrell – we do have a manual way to clean it, it is hand raked. Black – do you have a back-up screen? Yes. Mayor – there have been a number of increases that we did not expect, such as the utilities and personnel, we don't want to deplete every fund. Rowley – you have two vehicles? Darrell – yes, one is a 1998 vehicle. Ryan – I would like a push for the roto mat, it was designed for two, but if one goes out we have to hand clean it. We have \$900,000 going into the fund balance. Jason – we spend \$12 million on the plant and we never get everything done. Rowley – is it easily repaired? Darrell – it has a motor at the top and the screen cleans washes, ramps it and dumps it in a trailer. Rowley – are parts readily available? Yes, we have fixed the rakes and motors and the bottom bearing which is under water. We only keep rake teeth on hand; we can have a bearing in a week, everything else about 4 weeks. Rowley – if it is down you have to staff someone to rake that continually? Yes.

Black – is the new plant on schedule? Darrell – we had a date of June 2nd, it has been pushed back to June 15th, because we had some issues with Rocky Mountain Power.

Solid Waste: Jeff – Every other year, when we don't purchase a vehicle, this is an off year. Garbage cans, the old ones are wearing out; I hope we make it to July 1. Last year we did purchase some of the large cans to go out behind the Heritage Center and Cross Hollows Event Center. Rowley – is there a way to set the arms so they don't squeeze so far? Jeff – we have one that you can adjust, but if it is too light they fall out and they break. We have gone with Ryrig can and we have only replaced one can. The old cans are not recyclable. There is no capital. Rick – recycling came up, Ryan and I met today from Republic Recycling who does a lot of entities on the Wasatch Front, he gave us information about opt in, opt out and mandatory programs. We asked him to give us a

proposal on an opt out curb side program that would include having a dump station where they would compact all recycling and haul it out. He will get us a proposal. Black - is some sorting manually? Rick - they bail and haul it out for sorting.

Street: Jeff - there is a dump/plow truck in capital. Look at 2013, 14, we had \$154,000, \$127,000 and \$130,000, the equipment is getting older. Before I came they bought 7 trucks all at once, when the Olympics was here, they were well used when we bought them, they were 1995 and 96 trucks, they are over 12,000 hours all of them. The vac sweeper we would love to replace the one we have. We wouldn't get much out of the one we have. Rowley - I often get comments about the Fiddlers Canyon Drive curb and gutter. Jeff - we are starting to widen that the best we can, there are a lot of utilities and shallow, we are trying to hydro excavate. We will make a ditch through there for now. Every time it storms we are out there. Paul - we get the improvements when the land develops. The 10 year reimbursement agreements are by contract. Rowley - could you make it 15 or 20? Paul - it gets difficult for Engineering to track. There are other areas in town with similar problems. Jeff - there is a 66 foot right-of-way. Black - what is the street light retrofit? Jeff - where we ended and it goes out to Cal Ranch. Ryan - replacement is high voltage from the Wiz to Staples that is \$450,000, the pricing is on cobra lights. Mayor - we talked with UDOT and the lighting was brought up, we talked about south Main. Rowley - is it a partnership? Rick - Kit puts in a request for UDOT, when they have money available. Rowley - they would be LED. Jeff - the retrofit there is a pay back. Ryan - Cobra is \$348,000 and decorative is the \$450,000 that is with the City and UDOT. Rowley - I would like to divide in four pieces. Mayor - the price is from All American Diner to 800 South. Jeff - it is 200 South to 800 South. Mayor - we will get some different prices.

Mayor - with the dump truck, we have had garbage trucks on rotating schedule, we have not on dump trucks. We feel it would be responsible to have them on a rotating schedule. Jeff - we have 3 new ones, one fairly new and 4 that are old. Rowley - can they hold up for four years? Jeff - that is why we have the maintenance line item. Mayor - we are trying to get some large equipment on a rotating schedule so we don't need 4 in one year.

Rowley - 1/4 of cobra lights with UDOT would be about \$75,000.

Kit - we originally broke it in 3 phases, the street lights are in bad shape. From 200 South to the South interchange, the worst was Monterey Dr. to 800 South. Now you want that phase into 4 sub phases, you could do that but would not get the economy to scale. Black - is the \$450,000 from Monterey to 800 South? Yes, and I think we said that we would do cobra. UDOT has had some turn over and Larry Montoya is not there and he has been generous in the past. Jason - you have enough in RDA if you want to do street lights. Paul - RDA says you can spend tax increment financing in the project areas. The original project area was from the south interchange to north interchange and cherry picked businesses on 200 North and bubbled out along 100 west, that is where the tax increment was generated. That tax increment no longer exist, the money Jason refers to is the rent from Lin's, I believe they don't have the same restrictions, however there are a lot of folks in town that are vocal about spending the money in the downtown area.

Mayor – we have enough RDA money to do this entire budget item. Jason – we have a \$500,000 commitment to Shakespeare, we have \$12. Million, take that off we have about \$700,000 in the RDA, we can take street lights for that. Kit – they would be the green cobra, they will match what is at the cemetery.

Kit – the retrofit is to convert the black post lights to LED, there is incentive money, and it would require a change out of a bulb. We would have to rewire ballasts and screw in the new lights. We estimated \$110,000.

Ryan – keep in mind the new tax law, funds could go to street lights, reconstruction of streets like 200 West or Highland. Right now C-road funds are enough to maintain, but not to replace. Rick – the County has to put that on the ballot. Mayor – unless we really strongly encourage they are not going to do that. It would be some money to help address our street problems. Black – why would they not put it on? Rick – to do the extra .025 it is all or none, and that has the CATS requirement in. Mayor – we will, depending on what happens, talk with John and Evan and see why the all or nothing language was put in. Rick – we may need to shoot for 2016. Mayor – we do get the additional gas tax.

Jeff – last year we had 300 roads, this year 304, 100 hours this year and 104 last year.

Kit – Coal Creek to 1045 North, I seen two components budgeted, two were not, the sewer and water was budgeted, nothing in streets and storm drain, most of the street is a grant and the other storm drain impact fees, and the bridge is part of the flood control project. The street is \$1.5 million, we got a grant from Small Urban and we are trying to get that from Federal to State funds. See Exhibit “B” for the break down. The \$72,000 from C-road is the matching portion of the grant. I think we can get some of that back in maintenance. Black – this would go from Main Street to the bridge? Kit – to 1045 North, this would be phase 1. We were awarded a grant to get some property and widen out the bridge. Before all 4 phases are completed it will be probably 10 years. Black – on this project is it contingent on the \$850,000 grant? Kit – yes, we have the grant; we want it switched to State so that we don’t lose 40% in federal red tape. Jason – if it costs more than this we have to pay for it, we would have to revise the project budget if they are not correct numbers. Kit – the question is just on the grant. Jason – we have a Coal Creek Construction fund with the \$360,000, we have the impact fee money, and the C-Road funds are the only funds you would have to decide on.

Black – laterals? Kit – there are 4 laterals, we want to have all the laterals in so we don’t have to cut the road. Black – who owns the property? Kit – the City has one lot, Wayne Smith owns one. Paul – we put drives in the island on Aviation Way and then the businesses wanted them in other areas. Kit – we also put laterals in on that road and we have not moved any. Adams – are we going to ask the property owners to participate on the laterals? Kit – we are going to ask them to do that with their sidewalks. Adams – the developers have to put theirs in, they may scream if the property owners don’t participate. Kit – we can talk with them. Rowley – what is the traffic on that road? Kit – busy, over 500 cars a day, with a lot of heavy trucks.

Storm Drain: Rowley – did our storm drain on 300 work on Tuesday night? Jeff – yes, so did 1425 along the freeway. If the irrigation water is in and we have that type of storm, when you shut the irrigation down it takes 1 ½ hours to get it to shut down. When you get to 1,000 West it was running pretty high. Where it goes behind Crystal Inn, it was about to go over. The next apartment down had not cleaned his grate; we helped him the next day.

Jeff – there is not much change in the budget. Rowley – what is the \$346,000 appropriated? Jason – that is an accounting trick, drawing funds out of a fund balance.

Jeff - In capital we have a truck; it is a plow with hydraulics for plow and sander. Rowley – this would replace 2 of the 4 worn out trucks? Yes. We pay to upsize lines. Rowley – where do you get the costs? Kit – it is on the storm drain management plan. We keep track of all the development improvements. Rowley – what is the 1400 West extension? Jeff – this is by the apartments. Rowley – if we get by 600 and 800 South upsize, where does it go? Kit – to 1100 West. Rowley – will this take care of Ron Heaton's problem? Staff – no, because of the irrigation water. Kit – it will take care of most storms. Rowley – why won't they shut it down? Jeff – the property owners all complain. Sam Bower, he was great, the ditches behind Family Dollar and down Northfield Road. The 600 South takes forever to get shut down. If they would shut it off if they are forecasting a storm. Rowley – what funding is available for the Ron Heaton thing? Mayor – we need to contact him and talk about the irrigation issue. We should start with that before we spend the money.

CATS: Tammy – the ridership has dropped. Marchant – why? Tammy – the riders think it is because the transient season is not here yet. The \$1200 increase in maintenance is for the increase in cleaning the shelters. Rowley – everyone's audit fees went up, is that because of the cost? Jason – yes. Rowley – the cost of bus? Tammy – it is a match, it is an old bus that has 233,000 miles on it. Ryan – replacement of the bus is 80/20 match; on the maintenance is 50/50 match. We have put in \$5,400 in maintenance, the new bus in 2013 we spent \$6,921 on maintenance, 50% is maintenance in tires. Rowley – are any natural gas? Tammy – no, we researched that, it was not cost effective. Rowley – can you get a smaller bus since the ridership is down? Ryan – they are smaller busses. Rowley – can you replace the bus you are replacing smaller than C-2 and still do your job? Ryan – going down is a van, that doesn't work for a fixed route. Tammy – my driver said that she had a full bus today. We are doing surveys of the riders to see if we can get more riders? Marchant – can we change the route? Rick – it was based on where we thought we could address the most riders. Ryan – we have changed and added some stops, but not major changes. Tammy – I provide a report of how many riders at each stop, I will get you all a copy.

Fleet: Ryan – we have been meeting to see the state of our vehicles and put in place a plan. There is a huge advantage when you have a replacement plan instead of spending money on maintenance.

Corey – the Mayor and Rick wanted to know where we are the number and the condition. The age of the vehicle keeps us busy as well as oil changes. There are so many vehicles that are outdated, most fleets are selling vehicles at or before 100,000 to get resale, State sells at 105,000 to get the resale. If we started at the oldest we would never get caught up. Marchant – we asked the Police Department to keep their vehicles 10,000 miles more, were we remiss? Corey – no. I was looking at older vehicles, when we get to a certain point we don't get anything out of them. Rowley – in Santa Clara we sold every year and bought new ones cheaper. Corey – there are some instances you could do that and some not. Ryan – when Darrell and Rob were in their vehicles were a few years old, some would cost \$2,000 - \$3,000 and some \$6,000. Rowley – you have to buy vehicles with more bells and whistles to get the money out of them. Ryan – a lot of divisions will have the older vehicles as a safety factor, they are not looking at the maintenance. We need to get to a point that we don't put any money into maintenance. Rowley – Parks are the worst. Corey – they get everyone's vehicles after they run the wheels off them. Mayor – Corey put the list together then we met with the department heads and asked what they really need. Ryan – in general fund vehicles it shows what it would cost to replace, what we would get out of the vehicle. Mayor – I would like to put aside a set amount of money each year, encourage departments to get rid of vehicles that are so costly and work toward getting a realistic fleet that Corey manages. Rowley – it is a great philosophy if you can come up with \$300,000 a year. Mayor – we don't have a plan now, do you support this philosophy? Yes. Rowley – how much are you spending this year? Rick – between the police cars and 10-wheeler we are over \$300,000. Corey – the dump trucks are ones that can use other money, so they are not on the list. Jason – we would figure out a schedule, dump trucks would have a separate schedule. Rowley – is that not inclusive in what Corey has done. It would be good to have this like a house payment; you need this much every year. Mayor – if you support it we will create a line item. Ryan – on the general fund vehicles we will put a plan together, once vehicles come up we will not service, we will put it up for auction. We will talk with all department heads as well. We will do some shuffling. Rowley – if it is within reason of workability to move some from left to right to equal it out more. Corey – we can do that when we get closer. Ryan – we wanted a buy off and know a set amount.

Public Works Facilities: Ryan – there are not a lot of changes. We have a few capital requests; this covers all the facilities, parking area, the building. We have requested, a few years ago we paved a portion of the back parking lot, it was dirt and in winter and during rain it was a muddy mess. This is the next phase of that, once you get off the paved area it is dirt to the back that is where the car wash is, it will pave to the CATS building where the wash is. We also need some asphalt maintenance at the front of the building. Light retrofit, we had Rocky Mountain Power come out and look, it is an old building and they gave us a cost, and we will get some rebates. Rowley – the difference is the other departments? Rick – yes, it is proportionate.

Downtown Parking Authority – Ryan – there are no changes, there is not a lot of operational, just maintenance. The west side was redone a few years ago, we have signage and painting. East side we did crack seals; we have a few issues with the parking structure with water that we need to take care of. Adams – does the money cover

trimming trees. Ryan – no, just the lights and landscaping. Rick – the maintenance between sidewalk and curb south of Mike's Tavern is not the parking authority that is the City's responsibility. Adams – I was talking by Sonny Boys and the Buffet. Rick – that is the Dotson's they own the building, the other is a management group. Adams – the trees need to be trimmed. Black – we talked about an increase to remove snow off Main Street. Rick – we got a quote from Ashworth to remove snow in the parking authority. Ryan – we approached the Parking Authority and said they would have to contact Ashworth if they wanted it done. Marchant – for them to say something, we can say it is yours. Ryan – we didn't want to increase their assessments, but they can pursue that on their own. Marchant – the person that suffers is the customer, you would think the business owners would want that. Ryan – we have one from the hair salon that complains and says the lessor does not keep it up.

Public Works Administration: Ryan – no capital requests. We have an increase in office supplies; this is for all of Public Works.

Engineering: Kit – both our requests are for the CAD, a new wide format plotter, the one we have now is 11 years old and we have had some issues that Troy has fixed himself. If we need parts they will have to come off an old machine we can find. It is an important piece of equipment for us, all drawings and maps for surveys are done on this piece of equipment. These cannot be done on a computer. The other is \$8,500 to update the software on our Auto Cad system; we are about 4 versions behind and are unable to plot out what people send us. The amount includes maintenance for one year and then we will have an annual maintenance fee. Rowley – is that on the software? Kit – yes, any improvements and upgrades. The plotter will have a standard one year warranty.

ADJOURN: Councilmember Rowley moved to adjourn at 4:28 p.m.; second by Councilmember Marchant; vote unanimous.


Renon Savage, MMC
City Recorder

EXHIBIT "A"
Special Council Meeting May 11, 2015

Fire Department

Department Overview:

The Cedar City Fire Department (CCFD) exists to protect our residents and visitors from the adverse effects of fire, injury, or hazardous conditions through safe, professional quality service with dedication and pride. The community expects the fire department to provide a quick and professional service when emergencies arise—our customers, the citizens of Cedar City, expect us on the worst day of their life to make things better. Therefore in order to have a significant impact the department must have the appropriate number of personnel and sufficient apparatus and equipment to safely respond to any emergency.

The CCFD protects 504 square miles of Iron County as our primary response area which encompasses approximately 85% of the county's population and the rest of the county is in our secondary response area. Because of the area we serve it is not uncommon for an apparatus to travel 20 to 30 minutes to get to an incident and in bad weather the time traveled increases exponentially. This response area includes: medical facilities, residential occupancies, school's including Southern Utah University, industrial/manufacturing buildings including WECCO and UNEV pipeline and bulk fuel distribution center. Ten of the buildings in our response area are "horizontal high rise" with over 100,000 square feet under one roof and two are over 500,000 square feet. In 2014 the CCFD responded to 461.

The CCFD is the largest fire department in Iron County, currently with 3 fire stations and 52 personnel (40 Volunteers and 12 Fulltime staff). The Main Station located at 291 North 800 West, is staffed 24/7/365 with four personnel. This staffing is accomplished with three fulltime firefighters working 24 hour rotating shifts, the Captain and/or Fire Marshall working a day shift and then on the nights (10 hours), weekdays and holidays (24 hours), a volunteer firefighter fills the shift. Station 2, more affectionately called the North station is located at 2580 Commerce Center Drive and is staffed with volunteer firefighter and fulltime staff on call back. Station 3, is the airport fire station located at 3013 West 1600 North, is staffed with a fulltime firefighter for every SkyWest flight, and any commercial flight with 31 or more passengers. For all other emergency calls the station is staffed with volunteer firefighters and fulltime staff on call back.

The CCFD responds to the cities of Cedar City, Kanarraville, Enoch, Cedar Highlands and unincorporated Iron County (up and down I-15 from milepost 68 to 42, up SR-14 to the Iron County line, out SR-56 to the Old Iron Town and out SR-130 to the Gap Road). In retrospect these entities contribute to the Cedar City Fire Department budget based on a five year average to determine their contribution to the budget. Cedar City pays 67.9%, Iron County pays 23.8%, Enoch City pays 7.8% and Kanarraville pays .5% of the annual operating budget.

By formal mutual aid agreement, CCFD serves as a first line mutual aid to the other 8 remaining small cities/towns in the Iron County area and the department also responds to the city of New Harmony which is in Washington County. When the CCFD provides mutual aid or is

responding to incidents in the county the department is stripped of equipment and personnel which in turn affects the response time within Cedar City.

The CCFD is a combination paid/volunteer fire department with 77 percent of the staff being volunteers. These volunteers save the city millions of dollars in wages, reduced fire losses and reduced insurance costs. This is evident by the departments' ISO Class 4 rating. Being a combination fire department, these firefighters dedicate many uncompensated hours in training, state certification and in various forms of public service. The training program of the CCFD has a well known reputation for high quality training that rivals that of any department in the state including any of the fulltime fire departments on the Wasatch Front. 6268 hours were spent in training last year. The CCFD is ready to handle any life threatening emergency that come their way. Our training motto is "Train hard, work hard, for the incident we hope never happens". The CCFD personnel hold 446 individual certifications that range from in all professions aspect of the fire service (Firefighter I & II, Haz-Mat, Wildland Firefighter I & II, Apparatus Driver Operator Aerial & Pumper, Fire Officer I & II, Airport Rescue Firefighting, Instructor I & II, Rescue Technician [ropes, confined space, heavy machinery], Inspector, Fire Investigator and Public Information Officer)—that is an average of more than 8 certifications per firefighter.

Services Provided:

The CCFD provides the following emergency services; structural fire suppression, rescue services (extrication, heavy rescue, confined space, rope rescue, and trench rescue), Airport Rescue Firefighting (ARFF), Hazardous-Materials, and wildland fire suppression. The CCFD does not provide any EMS services, but works in conjunction with the Iron County Ambulance Service whenever dispatched. The CCFD operates 5 engines, 2 aerial trucks, 1 ARFF unit, 1 light rescue, 1 heavy rescue, 5 brush trucks and a 4000 gallon water tender.

The CCFD is part of a five county hazardous materials team and one of the three major players. The Southwest Regional Response Team (SRRT), responds not only to calls in our community, but provides trained personnel and equipment to four other counties. This requires a tremendous amount of equipment and interoperability with other departments. We also respond an all hazards team which includes all technical rescue—trench, confined space, swift water and high angle rescue.

The department provides services to the Cedar City Regional Airport, which is a municipal airport that has seen a significant increase in flights and growth. The airport is also an alternate landing and emergency landing site for Salt Lake City, Las Vegas, Denver, Los Angeles, Nellis Air Force Base and Hill Field Air Force Base. This airport was recently identified as a primary diversion airport for the U.S. Air Force F-35 aircraft. The Bureau of Land Management Interagency Fire Center is located at the airport, which serves the four surrounding states.

In addition to providing emergency services to our community, the Cedar City Fire Department has a world class fire prevention program where they strive to reduce the loss to life and property through public education. In a recent one-hundred page applied research paper on the "Evaluation of the Cedar City Fire Department's fire prevention and life safety house program" the data showed the Life Safety House (LSH) program has made a significant impact on the number of juvenile set fires. In the late 70's through the late 80s the upward trend of juvenile set

fire reached a panicle in 1988 when 18% of the fires in the community were started by juveniles. In 1999 the CCFD started the Life Safety House prevention program and has been running ever since. The research showed this program has played a major role in reducing these juvenile set fires to a level of less than 1% of all of the incidents are caused by this age group. In 2012 these fire accounted for .61% of the call volume. A copy of the full research paper can be found at: http://netc.worldcat.org/title/evaluation-of-the-cedar-city-fire-departments-fire-prevention-and-life-safety-house-program/oclc/828688028&referer=brief_results

Insurance Services Office

The Cedar City/Iron County Fire Department currently has an ISO class 4 rating; which puts Cedar City in the top 12% of fire departments in Utah and in the top 15% of the nation. What does an ISO Class 4 Rating mean to Cedar City: shorter response times to all types of emergencies, which in turn mean lives, are saved and property protected. Faster fire suppression reduces fire losses and faster recovery; residential and commercial insurance savings that can then be spent in the local economy and not sent to the insurance corporate offices.

As you examine the 2000 and 2012 ISO audits on the next page you notice that the fire department; which is responsible for 50 of the 100 points possible in the audit, is the weak link—leaving almost half of the total fire department points on the table. We recognize these shortcomings and are working on improving this portion of the rating. The area with the most improvement needed are in staffing of the department where we lost 10.8 points and in the credit received for training where we lost 5.76 points. Why are we pointing out this issue—we are scheduled to be audited again in 2017 and there is a lot of room for improvement mostly on the part of the fire department. The CCFD would like to have an open dialogue with the elected officials and the residents about the issues facing the city and the future ISO audit and how to overcome these shortfalls. If we lose more than three points in our next audit the city will lose the ISO class 4 rating.

ISO collects and evaluates information from communities across the nation on their structure fire suppression capabilities. A community's rating depends on; the needed fire flow; the ability of receiving and handling fire alarms; the fire department rating which is based on equipment, staffing, training, and geographic distribution of fire companies and the available water supply. A community's investment in fire mitigation is a proven and reliable predictor of future fire losses. Insurance companies then use the ISO rating given to a community to establish premiums for homeowners and commercial fire insurance.

Summary Evaluation Analysis

Fire Suppression Rating Schedule (FSRS)	Credit Earned 2000	Credit Earned
Receiving and Handling Fire Alarms		
Credit for Telephone Service	1.90	1.90
Credit For Operators	2.34	3.00
Credit for Dispatch Circuits	5.00	3.00
Credit for Dispatch total	9.24	7.90
<i>Individual Class Rating</i>	<i>1</i>	<i>3</i>
Fire Department		
Credit for Engine Companies	8.90	7.96
Credit for Reserve Pumpers	0.89	0.60
Credit for Pumper Capacity	5.00	5.00
Credit for Ladder Service	2.85	4.00
Credit for reserve Ladder/Service	0.15	0.48
Credit for Distribution	1.88	2.33
Credit for Company Personnel	3.45	4.20
Credit for Training	3.96	3.24
Credit for Fire Department Total	27.08	27.81
<i>Individual Class Rating</i>	<i>5</i>	<i>5</i>
Water Supply		
Credit for Supply System	25.78	29.53
Credit for Fire Hydrants	1.9	1.92
Credit for Inspection and Condition	2.45	0.88
Credit for Water Supply Total	30.13	32.33
<i>Individual Class Rating</i>	<i>2</i>	<i>2</i>
Divergence	-4.23	-5.04
Total		

The CCFD recognizes that fire department, are not revenue producers yet save the community millions of dollars in insurance premiums protected life and property.

Fiscal Year 14/15 Accomplishments

- An accident free year with no loss time injuries, reportable injuries or damage to city property.
- Put a new aerial and engine into service.
- Five Firefighters attended the Incident Response to Terrorist Bombings at the Energetic Materials Research and Testing Center
- Six Firefighters attended the radiation/nuclear responder operations at the Center for Radiological/Nuclear Training—Nevada National Security Site
- Purchased wildland personal protective equipment and paid for certifications and training through the Utah Fire Department Assistance Grant--\$15,000

Fiscal Year 15/16 Goals

- Improve margins in the ISO rating and maintain the communities ISO Class 4 Rating—the next audit is tentatively scheduled for 2017.
- Improve service delivery and response times.
- Build a culture of teamwork within the city through good leadership from the top down.
- Partner with the Police department to share vital resources.
- Building and strengthen relationships within the city and community, ie. Other police, fire, EMS agencies
- Find better ways to recruit volunteers and then retain the investment the city puts into them.
- Expand the fire prevention program to continue to reduce the number of fires.
- Add a SCBA confidence course and finish confined space training props to the Iron County Regional Training Center located at Station 3.
- Fund the accident and injury policy for the department personnel which is currently funded by the SAFER Grant set to expire in July 2015; which is part of the departments recruitment and retention program
- Develop a trench rescue training program and work toward state certification.
- Continue to seek every opportunity for grants and outside funding.
- Change the way we pay our volunteer firefighter to a performance based pay instead of a hourly rate.
- Create a Fire Officer pay rate for the volunteer officers—the current officers are paid the same rate as a rookie firefighter.
- Plan and purchase the land for the future West Fire Station.
- Safety first, everyone goes home—zero accidents
- Promote education at all levels of the fire service
- Be a responsible steward of the taxpayers building and equipment , and develop a maintenance and replacement plan

- Take the lead in and help the city management team update the City's emergency response plan.

Key Trends/Challenges

Cedar City Fire Department like the rest of the fire service in the county that use volunteer firefighters faces a major challenge in recruitment and retention. Currently the CCFD enjoys an unusually high level of dedication among the majority of the volunteer members; however as we place higher demand on the time a volunteer is required to devote to become trained, maintain their certifications, and emergency response the less apt they are to join an organization. Gone are the days when you joined the fire department and minimal training was required; now the CCFD requires sixteen months of extensive training two nights a week and multiple weekends to certify the new recruits to the Firefighter II, Wildland Firefighter II and Haz-Mat Operations to meet state and national standards.

As you look at the upward trend of incidents over the past 22 years you can see the growth rate of approximately 12.5% per year in increased demands for service. As the demand for services grows so does the demands for commitment from our volunteers increase proportionately. The CCFD has been fortunate in the ability to be able to recruit sufficient volunteers; however recruiting is not as problematic as is retention. Retention of trained volunteers is the preference. The CCFD has a huge investment in training time and equipment in each of firefighter—approximately \$8,000 per firefighter to outfit them with personal protective equipment and the above mentioned state certifications and training hours from staff. The level of experience lost with departing volunteers is not compensated by recruiting new volunteers. Cedar City needs to look at incentives like retirement, tax exemptions or deductions, health insurance, tuition assistance, and community recognition, to help keep our investment. The city could double the volunteers pay and the impact on the budget would be equivalent to hiring 2.5 fulltime firefighters. Like any other combination organization the CCFD has not escaped turn-over as members are forced to seek employment outside the community or find other jobs as firefighters for the BLM, or forest service and other fire departments at a pay scale we cannot compete with.

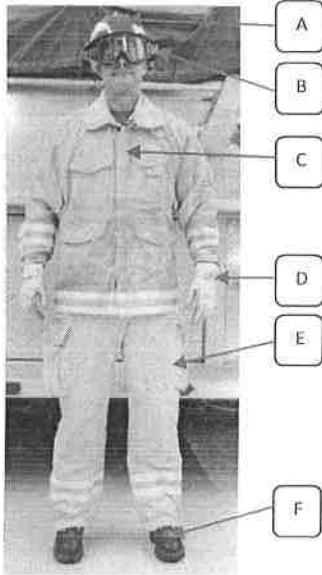
Another area of concern is the vast amount of land the city has annexed in the past ten years. Not only does this affect the ISO rating it also has created a shifting trend in the amount the county pays into the budget. Furthermore the city has become liable for all of the cost associated with the fire suppression in these wildland urban interface areas. The costs of suppression become exponentially expensive when aerial resources are used to protect home from a raging fire front. The city is liable for the full cost of the fire suppression whereas the county pays into a state suppression fund of which they can draw from. The state legislature has made an effort to allow for a municipality to use the benefits of the state suppression fund but was not put into law this last legislative session.

Rapid Intervention Vehicle Estimated Costs

Item	Cost	Vendor
4WD Crew Cab chassis	\$39,000.00	Bradshaws
Service Body and Bed	\$10,075.00	Williamsen
E-Draulic Combi Tool	\$12,155.00	LN Curtis
Light bar and scene lighting	\$6,000.00	Premier Vehicle
VHF Radio	\$2,000.00	Tac Tec
Aircraft Radio	\$2,000.00	Tac Tec
60 Gallon CAFS Unit	\$11,000.00	Burner Fire Control
RAD 57	\$4,600.00	Masimo Corp

Total Cost

\$86,830.00



ITEM	DESCRIPTION	PRICE
A	HELMET/With Ratchet	\$55.00
A	YELLOW SHROUD	\$25.00
B	GOGGLES	\$50.00
C	FORESTRY COAT	\$175.00
D	LEATHER GLOVE	\$40.00
E	FORESTRY PANT	\$180.00
F	LEATHER BOOT	\$225.00
G	Standard Harness/Fire Shelter pocket	\$150.00
H	Chainsaw Harness/Fire Shelter pocket	\$250.00
	Fire Shelter for G & H (Qty 2)	\$800.00
	TOTAL	\$1,950.00



EXHIBIT "B"
SPECIAL COUNCIL MEETING, MAY 11, 2015

Coal Creek Road Widening Project
(Main Street to 1045 North)

		Expenses	Funding
Project Estimate-	Sewer	\$13,000	
	Water	\$250,000	
	Streets	\$1,547,000	
	Storm Drain	\$100,000	
	Total Expenses	\$1,910,000	
Project Funding-	SUHC Grant		\$850,000
	Water		\$250,000
	Sewer		\$13,000
	Coal Creek Bridge		\$360,000
	Street Impact Fees		\$265,000
	Storm Drain Impact Fees		\$100,000
	C-Road Funds		\$72,000
	Total Funding		\$1,910,000

